"FEMALE PILOTS DURING WORLD WAR II"

INTERVIEW WITH LILLIAN GOODMAN

NOVEMBER 27, 1989

BY ANGELA A. HALL

ORAL HISTORY RESEARCH OFFICE

MEMPHIS STATE UNIVERSITY

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PLACE Memphis, Tennessee

DATE 11-27-89

Lillian E. Goodman

(INTERVIEWEE)

Angela Hall

(For the Mississippi Valley Archives of the John Willard Brister Library of Memphis State University)

(OHRO FORM B)

THIS IS THE ORAL HISTORY RESEARCH OFFICE OF MEMPHIS STATE UNIVERSITY. THE PROJECT IS WOMEN PILOTS DURING WORLD WAR II. THE DATE IS NOVEMBER 27, 1990. THE PLACE IS MEMPHIS, TENNESSEE. THE INTERVIEW IS WITH MS. LILLIAN GOODMAN. THE INTERVIEW IS BY ANGELA HALL.

MS. HALL: Lillian, I'd like to start with a little bit of your family background. Where and when you were born?

MS. GOODMAN: I was born in New York city in 1922. My mother died when I was three years old and my father who was a sea captain was unable to make a home for us. So we were out in charge of the Seaman's Institute, which found foster homes for my sister and myself. And we lived in foster homes [illegible] our own.

MS. HALL: [illegible]

MS. GOODMAN: Well, the first school I went to was in Pelham Bay, in the Bronx. We were fortunate enough to be living with a Swedish family who were very, very good to us and treated us like their own children, my younger sister and I. And I went to school there. But, when I was 12 and just graduated, we went eight years to school there. We didn't have junior highs. So, we went eight years to grammar school and four years to high school. And, well, as I graduated from grammar school, our foster parents made it known that they wanted to adopt us. And this upset my father and the Seaman's Institute to such a point that we were

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removed from that home, as far away as they could get us, and were sent to Staten Island. I went to Curtis High School on Staten Island. We were put with another family. And I stayed with them until I had graduated from high school.

My father wanted me to go to college, and I was tired of being under control and supervision, which I would of had to be for 4 more years. So, I went into the city and got a job and found a room to rent in someone's home and was on my own.

MS. HALL: What was your profession at that time?

MS. GOODMAN: I would hardly call it a profession. (laughter) I had a job with the New York Life Insurance Company as a, I guess a file clerk or whatever. I worked with them for about a year and then I changed to a company called ADT, American District Telegraph which was a security firm. This was securing industries there wasn't much home security at that time. I was so lucky because I was made secretary to a man who was semi-retired and he didn't have a whole lot of work for me to do. But, he was very encouraging that I should continue my education. So I started going to Columbia University at night, and I decided I was going to be an engineer, because that's what my boss was. He would let me do my homework in his office every day. (laughter)

MS. HALL: Well, an engineer that's somewhat ambitious for the times was it not?

MS. GOODMAN: Well, I guess it was but he sort of stepped me

in that direction.

MS. HALL: Well, you were very fortunate then to have the support of a male.

MS. GOODMAN: I was.

MS. HALL: And so, what happened to engineering school?

MS. GOODMAN: I had a boyfriend who was taking flying lessons. And, I would go out to the field with him. I really envied him, this opportunity to be able to fly. But, of course, I couldn't afford it on $60.00 a month, which was my total income. There wasn't anyone cost for flying lessons which were $6.00 a half hour at that time.

During the summer, the Civil Air Patrol was trying to get young men to learn how to fly. Because now, this must of been '41, '40-, and they knew the war was imminent. They offered a ground school program of six weeks of courses and they gave 10 flight scholarships at the end of the program nine to boys and one to a girl. And I was lucky enough to win that scholarship. That entitled me to 35 hours of flying time, some of it instructional and some of it solo. So, I was able to secure my pilots' license.

MS. HALL: What aviation school was this?

MS. GOODMAN: No, it wasn't a school, per se. It was simply set up by the Civil Air Patrol, in a High school somewhere in Staten Island, I forgot. That is where I flew on an air field on Staten Island. So that's how I got

into flying.

MS. HALL: And with 35 hours flying time, what was your next career move? Were you single at the time?

MS. GOODMAN: No, I was working at the time. At this time, Jacquelyn Cockran, who was a famous aviatrix, had decided that this country had a lot of women who knew how to fly and who could be used to do the jobs that would release men to go overseas. By this time, it was after Pearl Harbor. I must have learned how to fly in the summer of '41. Because after Pearl Harbor, she organized this Women's Air-force Service Pilots, the initials were WASP. She got peoples' names from their register of their private licenses, and I was asked if I wanted to join.

The requirements were that you were between certain ages and that you have seventy-five hours of flying time, which of course I did not. But, I signed up anyway, [laughter], and I had to find a ways and means of getting the extra hours. Because, as soon as the war started they closed down all the private airports on the East coast and West coast as well. We really felt we were in imminent danger of being bombed. That was the feeling in the country, because of the attack on Pearl Harbor was such a shock. Everybody was waiting for the next wave of bombers to come across. So, we were in a blackout condition on both coasts, with everybody closing the curtains at night and there was no flying.

So, my father gave me enough money to leave my job and move to Pennsylvania, where the flying was unrestricted. I found a place to stay and I flew every day until I had acquired enough time. Because I was due to be indoctrinated, I believe it was in March. So I had to fly every day to get enough time, to get my hours so that I would fulfill m requirements.

And there was another girl there at this airfield doing the same thing, and we had spent all our money getting our hours. So that, when it came time to go to Sweetwater, Texas, where we were suppose to start our training we didn't have the car fare. But people were sending cars all over the United States at that time. So we found an ad in the paper, someone wanted a car driven to Dallas from New York. So we applied and we got the job. Of course, they paid all the gas and tolls and things like that and we drove ourselves down to Dallas. And then just hopped a train from there to Sweetwater and began our training.

So no matter how much flying time you had or what license you had, you had to go through the complete course of army training, the same as the men cadets did which entailed six months primary training, basic training, and advance training. The actual flying instruction was given by civilian pilots. But, the army pilots gave you flight checks at each step of the way before you could proceed to another

at each step of the way. Before you could proceed to another level, you had to pass the dreaded army check out.

MS. HALL: Before we move on to your actual involvement there after your training, tell me a little bit about what it was like living on a base with these men during this rather feverish time.

MS. GOODMAN: Well, first of all, there was no provision for clothing for women. So, we were outfitted in the fatigues that the soldiers wore. We looked simply dreadful. Because for most of us they were way too big. And Sweetwater, Texas, is in the middle of the desert. It is sort of the hellhole of the earth. Hot and dry [laughter] and nothing around it of any consequence of any means of entertainment. We were lodged in little barracks, seven to a room. We called them bays, so groups of seven were in this very, very restrictive quarters. We had to get up and do our drills, learn how to march, do calisthenics. And then we had to take all these ground courses meteorology, navigation, engines. I could tell you the four cycles of an engine, if I could remember them. We had a combination of ground studies and flying time. And of course, we ate in the mess hall, stood in line with our trays. Everything was exactly the same as if it had been a course of men going through.

MS. HALL: Now, while you were there, did the men have any kind of resentment or animosity? Was there

competition between the women and the men?

MS. GOODMAN: Well, there were no cadets at this base. The training was strictly for women. The men who were there were the instructors, and the army check pilots. And yes, there were plenty of smirks and remarks to the effect that: "Well, they'd be surprised if we could pass these tests, or if we could handle these planes, or if we could stand the drudgery and the routine, etc."

MS. HALL: Kind of makes you wonder why they set the whole thing up, doesn't it?

MS. GOODMAN: [laughter] But, the women were really, really determined to do extraordinarily well and it's a matter of record that we had a much better safety record than the men cadets at the same school. We had about the same rate of people washing out. Those were usually emotional reasons or personality reasons.

MS. HALL: You will have that on either side.

MS. GOODMAN: That's right, and that was about the same for men and women. The women were much, much safer pilots. We didn't have the attitude that we were going to be hot shots and show off, which got a lot of the young cadets in trouble, in premature crashes.

MS. HALL: So, after you finished your six months of basic training, then are you actually part of the air force? A member of the team with the guys, so to speak?

MS. GOODMAN: Well, we were on an equality on a basis in the fact, that we flew the same planes. But, we were still civilians employees attached to the air force. But, with a clear understanding that we were going to be given our commissions and taken into the Air Force--sworn in like anybody else at some early future date. And, in fact, we all went through a six weeks officers' training program at Orlando Air Force Base, in Florida. Some time during the two years I was in, I was there. And each class in turn went through that training. So it was clear cut to us, we thought that we were going to be part of the Army Air Force.

MS. HALL: After this, your basic training, and you had accumulated your these flight hours from this base, where did you move?

MS. GOODMAN: My first base was Wilmington, Delaware. And I was in the Ferry Command. And our duty was to go to factories, to pick up new planes and fly them wherever they were to be delivered to. We had such a high priority that we could bump everybody/anybody off a plane to pick up our plane, except the very highest rank. We had a very high priority of bumping people off flights.

MS. HALL: So, you were flying commercial?

MS. GOODMAN: We flew commercial to wherever the factories were and then flew the planes to wherever they were going to go. But then to get back to base each time it

we could not get an army flight back we were supposed to take a commerical flight. We were not supposed to waste any time.

MS. HALL: And what type of planes were you flying?

MS. GOODMAN: Most of the planes that I flew from Delaware were made in Hagerstown, Maryland. And they were called PT-19's. They were a training plane used for the cadets, and we delivered them in lots of different bases--a great many of them to Texas. Because a lot of the bases were there because of the good weather. But sometimes--there is a Piper Cub factory in Ohio some place and we were often sent out there to pick up the Piper Cubs and bring them back. We never knew when we were going to fly alone or weather there was going to be two, three people whatever. Whatever the number of planes were, that was the number of girls sent out to get them.

We formed what we would call a flight and took turns being the leader of the flight. The leader was in charge of getting the flight where it was going to go. Now, all these planes that we flew that were used for training were very primitive. They had no radios; they had no lights. We flew by what we call contact flight rules. It had to be good weather you had to able to see the ground. When you came to an airport you flew around and looked at the tower, and if it was clear to land, they had a lantern, they'd give you a green light. If it wasn't clear they'd give you a red. You

have probably noticed when you fly commercially the plane follows a certain pattern around the airport. This pattern is the same anywhere in the world, so you don't have to adapt yourself to each airport. Any airport you go in is going to go counter clockwise and you can get into that pattern so you just fly until they give you permission to land.

MS. HALL: During your stay here did you have anything unusual happen to you? Did you have some really adventuresome flights?

MS. GOODMAN: Well, I got lost once and had to make a forced landing. It was very embarrassing, because I was leading a flight of six planes, from Milwaukee, Wisconsin, to Minneapolis, Minnesota. And in the time honored way, I was following the Mississippi River. But, as we approached Minnesota there were a lot of tributaries; and I got myself on the wrong one. Now, four of my flight was were behind me knew I was lost and they left. They had no means of letting me know I was wrong. They couldn't catch up with me, they couldn't communicate. So, they went off and found the airport. One girl stayed with me. Well, I knew I was lost. I couldn't find the airport, it was starting to get dark, I was running low on fuel. So, I knew I would have to make a forced landing. So, I picked out a farm and I buzzed it very low. Because you don't want to come in and

run into some rocks or fall into a creek, [laughter] or hit a cow, or whatever. And, it seemed all right, I came around and came in and landed without any trouble. This girl who was accompanying me, Maryanne Beard, followed me in. And it was fun, because the farmer and his wife were totally amazed to see two girls get out of this airplane. We had always been told, "Don't tell anything but your name, rank, or serial number." [laughter]

We had no great secrets to hide, but we abided by the rules. We had to call the airport and tell them where we were and wait ignominiously for a jeep to come out and pick us up. Then I had to write all the details in triplicate or whatever for the army of why I got lost. But that was the only untoward event that happened while I was flying.

Ms. Hall: Well, at this first base, how many girls were with you that were actually of your graduating class from Sweetwater?

Ms. Goodman: Just a very few, because the army did a very weird thing; they decided to group us by size. The shortest girls were sent from our basic training to pursuit schools to learn how to fly fighter planes. The medium sized ones, like myself were sent to the ferry command or to the training command. The girls above five feet eight were sent to learn how to fly B-17 flying fortresses. For some bizarre reason they decided the size was important

Now, you understand they didn't measure the cadets, the men cadets and divide them that way by size, just the women. So, that's why I happened to get into this ferry command.

There were already girls there from earlier classes than I had been in. I was in the fifth class. There were 20 all together, and I was in the fifth class. So there were just a few. We were really dispersed around the country. There was a great need and so they divided us up so you didn't stay with one group very long.

MS. HALL: Out of these 20 classes, is it correct that there weren't but a total of 1,200? [female cadets]

MS. GOODMAN: That's right, a total of 1,200 in the whole group. And 38 of those girls were killed during their time in service.

MS. HALL: Is this from flight accidents?

MS. GOODMAN: Yes. Which is a pretty low percentage.

MS. HALL: Lillian, exactly how long were you in Wilmington?

MS. GOODMAN: I really don't remember, it might of been about four months and then I was transferred to Dallas and stationed at Love Field. The North-American Aircraft Factory is in Dallas. It's still there. And so this was a different plane, a little faster, a little better, more fun to fly. It was a plane used by the army, called an

AT-6 and it was used by the Navy, and they called it an SNJ.

MS. HALL: Are you still ferrying?

MS. GOODMAN: I'm still ferrying. Because these were the trainers that people used in the third trimester of their training period. And some of these planes we took as far as to Canada. At one time, we had some planes that were going to Cuba, but they wouldn't let us cross any water. They wouldn't let us leave the country so we took them to southern Florida and then some men had to fly them over from there. From Dallas, that's when I was sent to Officer's Training School, Orlando. I was there about two months.

MS. HALL: That must have been an exciting time for you.

MS. GOODMAN: That was like a vacation, we didn't do any flying there. It was all officer's training work; military history, we even had a drill on how to put a gas mask on. They put you in a room and release tear gas and see how fast you put the gas mask on. [laughter] All kinds of really useful things like that.

From there I was sent to Las Vegas and now I was changed from the ferry command to the training command. This was a very, very different type of work. And here I flew the largest planes that I ever flew, which were B-26 Maurauders. And they were fitted up with targets so that you could fly up and release the target out behind you and gunners in another

plane following you, mostly they were B-17's, would practice shooting with live ammunition at this canvas target that you were towing.

MS. HALL: Now these were the cadets, actually shooting?

MS. GOODMAN: Right, gunners, these are gunnery cadets, right, having their practice shoots. [laughter]

MS. HALL: Unbelievable.

MS. GOODMAN: Then radar was very new at that time. So one of the things we did was to take up these very small planes and we would fly a prescribed pattern, so that the boys on the ground could follow on the radar screen. Practice following and picking up planes on the machine. And that was the kind of work we did out there.

Las Vegas was a very different place than it is now. There were only, as I remember well, because we'd go in every night, there were only two casinos out there at that time and it wasn't the electric city that it is now.

MS. HALL: Now, when you are out on assignment and doing various training activities did you have a supervisor?

MS. GOODMAN: Oh no.

MS. HALL: So, you were treated as a full adult.

MS. GOODMAN: Oh absolutely we were totally independent. This will make you laugh, when we were on a trip we were given six dollars a day per diem. And that was

for our room and board. Of course, if we landed at army base we stayed at BOQ, bachelor officer's quarter, without any charge. And we ate at the officers mess. Well, we were so popular, I don't think we ever paid for a meal. That was sufficient for anybody to get their room and board on at that time.

MS. HALL: Well, so when you would come into these bases you were treated as if you were a full member of the Air Force.

MS. GOODMAN: Oh absolutely.

MS. HALL: You were granted all the army benefits.

Ms. Goodman: Oh yes, absolutely, yes. And you see at that time we always filed flight plans before we took off. So you had to file a plan with the airport that you were departing. Saying where you would be going, your estimated time of arrival, what altitude you were going to fly at and so forth. So that they could keep track of people in those days. I think one of the big problems with so many near misses now a days is that people in private planes can go up and fly anyplace they want to and nobody knows where they are or where they might be.

MS. HALL: Is that right?

MS. GOODMAN: That's right. But, we always had to file a flight plan. And we flew, we just took a map and drew a line from point A to point B then we would call

the weather and find out what the wind was at the altitude we planned to fly, and make adjustment for drift. Now this is fine if the wind didn't change while you were up there. But, if it did, you might find yourself drifted way off the place. So we did a lot of buzzing down and reading the names. It was wonderful. All small towns had water towers, they all had train stations with the name very legible.

I still have great eyesight. I have never worn glasses. And I had them checked the other day and I was 20/25 and the doctor said, "I can give you glasses and bring it up to 20/20", and I said, "forget it." But, those signs on water towers and train stations were our guide. We didn't have expressways. Today it would be a snap with expressways joining all the cities.

MS. HALL: Well, during this time, I understand from looking through some of your clippings there was another embarrassing moment. If I'm not mistaken maybe it was about this time, you had a little accident.

MS. GOODMAN: Oh, no, no that preceded my being in the service. That accident was when I was a fledgling pilot. And I was asked to fly a plane from Staten Island to Goshen, New York. It was a little Piper Cub, very light plane and the field was a field not a landing strip. It was just a mowed field, with trees on both sides. And a great big swoosh of wind came across just as I was landing

and had the engine cut off, and was about to stall and swooshed me right up into a tree, and totally wrecked that poor little plane. I wasn't hurt a bit, but there was a big fuss and they got an ambulance and took me to the hospital.

MS. HALL: And you got your picture in the paper.

MS. GOODMAN: The local newspaper took a picture, "Girl Flyer Wounded, Bird Falls to the Ground."

MS. HALL: I think that would have scared me off right there. So, you probably had a real good time out in Las Vegas touring around. I saw also pictures of the Grand Canyon and your western trip seemed pretty exciting.

MS. GOODMAN: Yes, see we drove from Dallas to Las Vegas so we took advantage of the trip to stop at Grand Canyon and go sight seeing.

MS. HALL: You spent a lot of time out in the west actually. From Las Vegas you went on to California.

MS. GOODMAN: I did, to March Field at Riverside, California.

MS. HALL: And, how long were you there?

MS. GOODMAN: I don't know, I was there until we were disbanded which was in December of '44.

MS. HALL: Well, you were actually active two years after your training.

MS. GOODMAN: No, two years including the training.

MS. HALL: So, this disbanding, that was quite an

emotional ordeal for the girls?

MS. GOODMAN: Oh it was traumatic, because we had all expected to be in for the duration. We had trained hard and we had worked hard. We were very disappointed. But, there were a lot of men coming back from overseas who had flown their missions. And they were really jealous that we were doing the training and the ferrying while they were being asked to go and teach cadets, and they didn't like that part of it. And so they really rallied against us and convinced the army that we weren't needed anymore.

And so we were absolutely, abruptly disbanded--with no benefits whatsoever. No pay, get home any way you can, you know if you can hitch a ride in an army plane, good luck. But that was it, thank you and good bye.

MS. HALL: So, after two years.

MS. GOODMAN: In fact, we were not given any considerations of any kind. Several times when girls were killed, the girls at their base would have to take up a collection to have their bodies sent home. [telephone]

MS. HALL: So, Lillian it was December of 1944, correct that the WASP were disbanded and you were broken up without any recognition or veterans benefits. Not even an honorary discharge?

MS. GOODMAN: Nothing.

MS. HALL: So, from the disbandment I understand that one

women in the WASP association and group, they then began to organize and lobby to Congress for some benefits. And it has taken what 34 years?

MS. GOODMAN: It took 34 years before they could get a bill enacted, to put us on veterans status. The excuse they gave was that if they made us veterans they'd have to make Red Cross workers veterans and various ancillary people. And that was their excuse. It was so patently an injustice.

It took a long, long time,fortunately a good number of our members lived either in or near Washington D.C. And they had the support of some very important people, one of whom was Barry Goldwater's son, who had been a general in the Air Force himself. He was one of the sponsors of our bill and it took all that time to get it passed. So finally we were admitted that we were veterans. We were all given honorable discharges and veterans status. A little later we were all sent some medals to show that we had served.

MS. HALL: Not just some medals, you received three medals yourself.

MS. GOODMAN: Three medals, right. One was to show that we fought in World War II, and second was that we were in the American theater, and the third was that we had been the first women pilots that the air force had ever had. So they are something nice to have.

MS. HALL: Well, that truly is an honor.

MS. GOODMAN: And the recognition is what we wanted more than anything else. Because obviously, we were not going to get the regular veteran benefits that would have accrued to us had we have gotten them immediately. For instance; when I got out, I decided I would go to college. I thought I was ready for it then. Not being a veteran of course, I had to pay my own way. So, when we finally got these benefits, I had started back at Memphis State. I immediately said, "Oh good I can go on my GI bill of rights." Well I was very disillusioned very quickly. I was told they had expired. I said, "How can they expire? I just got it!" No, you have to use them within X numbers of years from your discharge. There went that pipe dream.

MS. HALL: Well, what year was your discharge dated?

MS. GOODMAN: It was dated December '44, it was retroactive.

MS. HALL: Well, that's a shame.

MS. GOODMAN: So, I guess we are eligible to use VA hospitals. [Veterans Administration] If anybody is unfortunate enough to have to do that.

MS. HALL: What year did you gain this recognition? Become part of the veterans.

MS. GOODMAN: Okay, 1978.

MS. HALL: Just a little over 10 years, then. Well, in this period you all have managed to build a

memorial, or one is being built for you, right now in Arlington correct?

MS. GOODMAN: Right, but it's not exclusively for the WASP. The memorial that's going to be built at Arlington Cemetery is going to be for all women who have served in the military in the United States from any branch whatsoever.

They had a design contest to choose what it should look like and what it should represent. And its any woman who was in service is eligible to be registered in it. And for a small sum you can send your picture your military record, and even if you want to, reminiscences or anecdotes whatever. And the whole thing will be computerized so that anyone who knows you and wants to look you up, can go there push a button and you will come up on the screen with your picture, and your record.

MS. HALL: You have quite a collection here, that I am fortunate enough to be able to look through. Your yearbook from graduation in Sweetwater, Texas, quite a few newspaper clippings featuring you and the other girls of WASP Association. Will these scrapbooks and other memorabilia be on display maybe in the form of blown up photos?

Ms. Goodman: They will definitely have mannequins wearing our uniforms and photographs and probably

pictures of planes that we flew, maybe even models of planes. In many cities around the country the WASP have organized and arranged to have exhibits put in their local museums honoring the WASP. Now Memphis doesn't have that. Possibly because there are not enough of us here to do it, and there isn't a museum that would want to represent us at this time. But some cities-a great many-do. The girls have worked on it very hard and have gotten them there. This memorial will have displays of all the services. [laughter] So that was Armistice Day they tried to write up about the memorial all over the country at the same time.

MS. HALL: And, the memorial at Arlington will open sometime in the very near future. [telephone] So today women that go through the Air Force Academy are enlisted with full benefits. The WASP have even set up scholarship funds.

MS. GOODMAN: Yes, we have. We are very proud of those girls. And, of course their training is much more difficult than ours and they are flying much faster planes—much more complicated planes. Because we didn't have jet planes at that time, they hadn't been introduced. It is much harder. They have to be much more educated than we were. I'm sure that to get into the academy now, you have to really have a good scholastic [telephone].

MS. HALL: Lillian, of the 1200 women that were in your

20 classes of the WASP, do you know how many are still living? Are you still in contact with these women?

MS. GOODMAN: Yes, they have reunions every two years and it is in a different part of the country. And we have a newsletter that goes around. I am not a joiner and a goer and doer of that kind, and so the only time I ever went to one of their conventions was when it was in Hot Springs, [Arkansas] because it was so close. It lasted three days and I only lasted one. [laughter] Because, I don't like reliving the past. And it seems to me that was pretty much, after they got our status, I didn't see a whole lot of purpose in continuing these meetings. But, most of them enjoy it.

And, each class is going to raise money to register any of the girls who are deceased. So, that ever single person who graduated from the WASP will be registered in Washington. We can do that because our classes were small.

MS. HALL: That's terrific.

MS. GOODMAN: You know the WAC'S [Women Army Corps] and the WAVES [Women Accepted for Volunteer Service] can't do that, because there were millions of them. I assume millions.

MS. HALL: So, when did you come to Memphis?

MS. GOODMAN: I married. Well, I'll tell you a funny story about that. I came through Memphis on a flight

before I had met my husband. One of the girls in the flight was named Eunice Oats, and we were staying at the Peabody [Hotel], which was open at that time. And she said, "I'll take you out to my brother-in-laws, for cocktails". So, we said, "great". So, who was her brother-in-law, but Mr. Dixon. My first view of Memphis, was a cocktail party at the Dixon home on Park Avenue.

MS. HALL: Now the Dixon Gallery and Gardens. [Museum]

MS. GOODMAN: Now the Dixon Gallery, so when I meet my husband, and he said, "Have you ever been in Memphis?" I said, "Oh yes, Memphis is beautiful. I staved at the Peabody and I had cocktails at the Dixon home". And he said, "Whoa, we don't all live like that!." [laughter]

MS. HALL: So, you married and settled here in Memphis.

MS. GOODMAN: I did.

MS. HALL: And you raised four children. And now you are in Memphis State yourself.

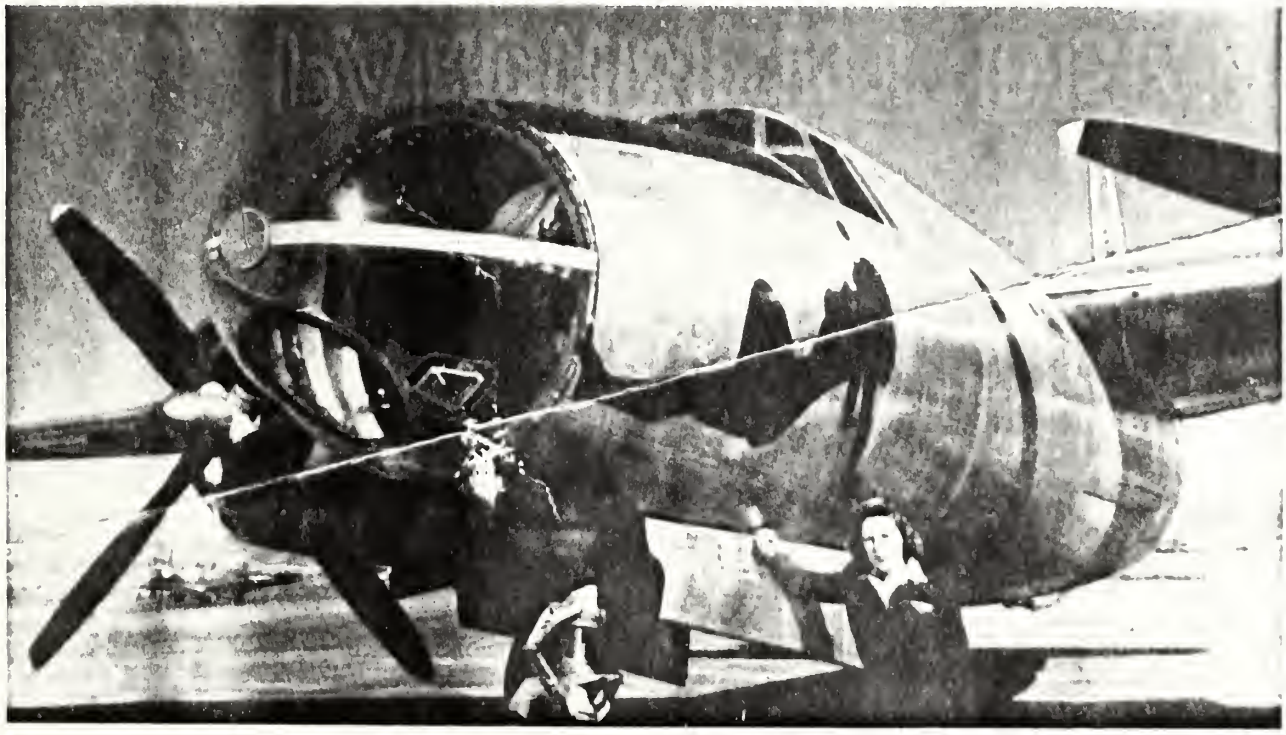
MS. GOODMAN: Yes, and I've been teaching bridge for about 15 or 18 years. It has been one of my passions, to teach bridge. And, I love to travel. And, for about 10 years in a row, I took a very extended foreign trip. That's what brought me to Memphis State. I was traveling so much and couldn't speak anything but English. I decided it would be important to learn to speak another language. So, I went to Memphis State at first to learn French. And, now I

love it, and I go every semester and take something.

MS. HALL: Well, I feel very fortunate to have been able to meet with you in our classes. They have been very enjoyable, this is no exception. I really appreciate your time.

MS. GOODMAN: My pleasure, Angela.

MS. HALL: Thank you, Lillian.



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